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**ELECTRIFICATION INCREASES -- Moscow, Moskovskaya Pravda, 7 Aug 51**

In 1950, the Moscow-Katuar section of the Moscow-Kiev Railroad System was electrified. The electrification of the Katuar-Aprelevka section, 17 kilometers long, has now been completed. Along the right of way, 230 metal masts have been erected to support the contact wires, and reinforced-concrete platforms have been built at Tolstopal'tsevo, Kokoshkinskaya, Krekshino, Pobeđa, and Aprelevka stations.

Movement of trains along the Katuar-Aprelevka section is planned to begin on 7 November 1951. The total length of the electrified line will then be 40 kilometers.

Leningradskaya Pravda, 7 Aug 51

Electrification of the line from Leningrad-Finlyandskaya to Zelenogorsk was completed and opened to service on 4 August 1951.

**POOR OPERATIONS DRAW CRITICISM -- Moscow, Gudok, 17 Jun 51**

The Mogocha Division is one of the more important divisions of the Amur Railroad System. Operations of other systems depend on this division. In 1950, this division operated inefficiently and, in 1951, 30 percent of train layovers and uncouplings have resulted from mechanical defects in the trains or cars. Train speed excluding stops has been below norm, and schedules have not been satisfactorily met.

The Omsk Division of the Omsk Railroad System has the poorest operational indexes in the system. The new traffic schedules are being completed only 25-40 percent. In fact, the division is operating worse in summer than in winter. Poor labor discipline and unsatisfactory training of personnel are the main reasons for this poor showing.

Moscow, Izvestiya, 7 Jul 51

The Stalingrad Railroad System still is not keeping up with the schedule for supplying freight to the Volga-Don Canal construction project. Sand for concrete is obtained from the Orlov Quarries near Stalingrad, but the railroad system consistently fails to supply the required number of cars. The train spends a week in getting from Donskaya to Chapurniki, a distance of 75 kilometers. Promises by Yevseyev, head of the Stalingrad Railroad System, to remedy this situation have not yet been fulfilled.

**CAR SHORTAGES DELAY FREIGHT TRAFFIC -- Tashkent, Pravda Vostoka, 28 Jun 51**

Grain from the new harvest is coming in steadily. At Lamakino Station trucks are delivering daily large quantities of grain which are being stored in the open because all the covered space still contains grain from last year's harvest. The same situation exists at Milyutinskiy and other stations. The Tashkent Railroad System is failing to provide enough railroad cars month after month.

In May the system was 100 cars short, and in June it furnished only half the number of cars required by "Zagotzerno" [Administration for the Procurement of Grain Crops]. In June, the railroad system was to have furnished enough empty cars to unload the grain storage buildings to make room for the new harvest, but this was not accomplished. Several railroad divisions are consistently failing to furnish the required number of cars.

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Moscow, Gudok, 31 Aug 51

Due to the indifferent attitude of the traffic service organization of the South Ural Railroad System there has been a continual shortage of cars for hauling ore to the metallurgical enterprises of the area. In July the Chelyabinsk Metallurgical Plant received only 72.5 percent of the norm, and in August only 75 percent. The main ore loading station of Bakal has been short over 6,000 cars since 1 January 1951. In July and 20 days of August alone, the metallurgical enterprises of the Urals have been short more than 1,500 cars of ore from Bakal.

In July the enterprises lacked 1,302 cars of fluxes, 1,581 cars of cement, 1,364 cars of molding sand, and many other important freights. In August the situation was even worse.

Moscow, Gudok, 5 Sep 51

At beginning of 1951, the Pechora Railroad System was lagging behind plan in its timber hauling for two main reasons. One was the result of the generally unsatisfactory functioning of the Northern and Gor'kiy railroad systems. In August both of these systems failed to supply the Pechora System with thousands of cars. This situation has continued in September and is reflected in the timber shipments. The other reason is the improper utilization of rolling stock and fluctuating operations of the Pechora System and timber shippers.

CAR TURNAROUND TIME NORM EXCEEDED -- Moscow, Moskovskaya Pravda, 2 Aug 51

The Moscow Rail Center completed its plan for the first 6 months of 1951 ahead of time and shipped more than 20,000 cars above plan. Train schedules were maintained much better in 1950, and car turnaround time was reduced. However, some of the divisions exceeded the norm for car turnaround time, as did many industrial enterprises which load railroad cars.

Industrial enterprises perform nearly three fourths of the freight operations of the Moscow rail center. Unfortunately, many of these enterprises permit rolling stock to be tied up on their sidings. More than 40 enterprises of the Ministries of Coal Industry, Petroleum Industry, Chemical Industry, and Construction Materials Industry considerably exceeded the established norms for car layover. Among the offenders are the Voskresensk Chemical Combine and the Podol'sk and Voskresensk cement plants.

The main reason for this delay of cars is that too little attention is paid to the mechanization of loading and unloading operations. At many enterprises a third of all loading and unloading work is done manually. At the Plant imeni Ukhtomsk, for example, only one tenth of this work is mechanized. At several enterprises the construction of new track has not kept pace with the increase in the productive capacity of the enterprises. The Kuskovo Chemical Combine, for example, has increased the output of some types of products 900 percent, but facilities for unloading them have actually decreased slightly.

There is a serious lack of organization in passenger traffic at the Moscow Rail Center, despite the construction of new electrified lines, new all-metal passenger cars, and new stations.

LUNINETS DEPOT NOT PREPARING FOR WINTER -- Moscow, Gudok, 4 Sep 51

The Luninets Depot Administration [Minsk Railroad System] is particularly careless in regard to personnel in preparing for winter operation of the repair base. The depot is now short ten engineers and 12 assistants. The training of locomotive crews is unsatisfactorily organized.

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Last year there was a lack of spare parts and materials. Because of the shortage of rags and burlap the firing of locomotives was interrupted. This situation has not improved. Locomotive repair is continuously delayed because of the shortage of springs, different parts of maintenance instruments, automatic brakes, etc. Last year there was also a lack of winter clothing for the enginemen. In addition, the washing sheds were not repaired until there had been frost. The tempo of operations is such that past history might well be repeated.

TRAIN SERVICE CANCELED -- Moscow, Izvestiya, 14 Aug 51

In May the Ministry of Transportation canceled the run of the one weekly train from Balkhash to Moscow and substituted for it one car which is attached to other trains. The Karaganda Railroad System has reduced the number of seating places allocated for the city of Balkhash from 46 to 29, and as a result workers have to wait nearly a week for tickets.

The Executive Committee of the Balkhash City has repeatedly requested the Ministry of Transportation to reinstate train service between Balkhash and Moscow or to provide more than one car. So far, the ministry has paid no attention to the requests.

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